Propagation of simple Life Style to Prevent Cardiovascular Diseases

1866. SHRI GOVINDRAO ADIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the only cost effective approach to check the cardiovascular diseases in the country is to adopt a preventive approach and for this purpose simple lifestyle is the best panacea;

(b) if so, the details thereof; and

(c) what action Government propose to take to propagate this idea among the masses for prevention of deadly heart diseases?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI SALEEM IQBAL SHERVANI): (a) and (b) Adoption of lifestyle measures like cessation of smoking; regular exercise, consumption of low fat, high fibre nutritious diets and reduction of stress have been known to reduce the risk of cardiovascular diseasaes.

(c) The Government of India has initiated Pilot projects in five States on control of Cardiovascular Diseases from 1995-96 with the objective of raising community awarness regarding preventions of CVD by simple modification of lifestyles through information, education and communication.

Import Duty on Caprolactum

1867. SHRI M.A. BABY: Will the Minister of FINANCE be pleased to state:

(a) whether Government are aware of the difficulties faced by Fertilizer and Chemicals Travancore Limited (FACT) in Kerala due to the reduction of import duty on Caprolactum; and

(b) if so, the response thereof?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) FACT has represented that the reduction in customs duty on caprolactum from 45% to 30% in the budget for 1996-97 would have adverse impact on the profitability of the unit. The Government constantly monitors the impact of customs duties and carefully calibrates the duty rates keeping in view, *inter-alia*, the interests of the domestic industry.

Outstanding Government dues against private airlines

1868. SHRIMATI ILA PANDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the amount of money the private airlines owe to Government till date; and

(b) what steps Government propose to recover the dues?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) The amount outstanding to Airports Authority of India (AAI) from private airlines on account of airport charges is given in the enclosed statement. (*see* below) Information regarding amount due to the Ministry of Finance (Deptt. of Revenue) in the form of Inland Air Travel Tax is being collected and will be laid on the table of the Sabha.

Statement

Outstanding dues of Private Airlines as on 31.10.1996

(Rs. in Lakhs)

S.No.	Name of Airlines	Total
1.	M/s Modiluft — Airlines	220.34
2.	M/s Sahara India — Airlines	75.00
3.	M/s U.P. Airways —	58.02
4.	M/s Skyline NEPC —	128.52
5.	M/s Jet Airways —	179.90

S.No.	Name of Airlines		Total
6.	M/s Archana Airways	—	3.24
7.	M/s East West Airlines	—	1410.51
8.	M/s Tower Air	—	0.63
9.	M/s Blue dart Airlines	—	2.09
10.	M/s Elbee Airlines	—	9.83
11.	M/s Span Aviation	—	1.37
12.	M/s Aerial Services	—	1.02
13.	M/s NEPC Airlines	—	98.64
14.	M/s Easter Airways	—	0.97
15.	M/s VIF Airways	—	27.22
16.	M/s Gujrat Airways	—	5.30
17.	M/s Continental Aviation	—	71.21
18.	M/s Citilink Airways	—	1.47
19.	M/s ACE Airways	—	1.74
20.	India Int. Airways Ltd.	—	3.33
21.	Jagson Airlines	—	23.21
22.	K.C.V. Airlines	—	3.16
23.	Raj Aviation	—	1.59
24.	Saraya Aviation (P) Ltd.	—	1.36
25.	Trans Bharat Aviation (P) Ltd.	—	16.76
	Total	—	2346.43

Duty on Small Tractors

1869. PROF. NAUNIHAL SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that in real terms a duty of 12-13 per cent will have to be paid on small tractors due to the introduction of Rule 57cc;

(b) if so, what are the reasons therefor and what steps Government contemplates to ensure that the price of small tractors becomes competitive;

(c) whether it is a fact that on the one hand, Government say that it want to encourage the small tractor segment by exempting it from paying excise duty and giving subisidies and on the other hand, it is collecting revenue through other measures; and

(d) if so, the action taken/proposed for the grievances of farmers and manufacturers?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (d) Tractors of engine capacity not exceeding 1800 c.c. continue to be exempted from excise duty. However, as a general rule, no credit of duty is eligible for inputs or components used in the manufacture of exempted goods. In order to satisfy this requirement, rule 57 cc of the Central Excise Rules provides two options for a manufacturer making dutiable as well as exempted tractors. The first option is that the manufacturer does not avail of Modvat credit on the inputs and components used in the manufacture of exempted tractors and maintains separate records for this purpose. The other option is that the manufacturer can take Modvat credit of all the common inputs used in the manufacture of dutiable as well as exempted tractors but reverses an amount equal to 8% of the price of an exempted tractor whenever such exempted tractor is removed from the factory. The second option is of a general nature and not applicable to manufacturers of tractors alone. This has been provided to obviate the difficulty of determining the exact amount of Modvat credit attributable to the inputs or components used in the manufacture of exempted goods. Rule 57 CC should not cause nay hardship to the manufacturers of exempted tractors as it is for the manufacturer to choose one of the two options.